

their engineers to arbitrate their difficulties.

The opponents of the Commerce Court contend it was created for the purpose of protecting the railroads. Representative Sims of Tennessee, Democrat, characterized it as a court of special privilege.

Representative Palmer of Pennsylvania bitterly assailed the provision of the legislative bill relating to the tariff board. The purpose of the provision does not appear on the surface, but its intent was known to all members. It provides in the first place for the abolishment of the bureau of trade relations of the State Department. Next, it consolidates the bureau of manufactures and the bureau of statistics in the Department of Commerce and Labor and creates a new sub division in that department to be known as the bureau of foreign and domestic commerce.

This bureau is charged with the duty of collecting statistics, including tariff costs, and is made responsive to either branch of Congress, as well as to the President. In contrast to the tariff board, which is responsive only to the President.

In the course of debate Representative Palmer charged that the tariff board was merely "Shipping the devil round the stump." He insisted it was an administrative body, based on another tariff. He charged his fellow with timidity, declaring they had planned to wipe out the tariff board and go cold feet, fearing the wrath of the interests that favored a tariff board.

Mr. Palmer charged that in establishing the new bureau the House was paying the way to adopt a provision in the sundry bill which would in specified terms abolish the existing tariff board. This was not denied, as the purpose of the Appropriations Committee in this regard has been generally known by members for weeks.

The debate on the tariff board proposition resulted in a little experience meeting. Representative Hill of Connecticut and Payne of New York, Republicans, charged that Speaker Clark and Leader Underwood as members of the Democratic majority in 1910 voted for the tariff board bill then pending. They declared that Clark and Underwood, now in positions of authority, were going back on their records.

Speaker Clark made a speech in which he said he had no apologies to make. He said he was not vacating his record on this question. He was replied that he was. And there the matter ended.

The Commerce Court provision was adopted by a vote of 126 to 49, nearly all the insurgents joining with the Democrats. The amendment proposing the establishment of the bureau of foreign and domestic commerce was jammed through by a vote of 126 to 49.

Record votes with both propositions when the bill is called up for passage later in the week.

TARIFF BACK IN WASHINGTON.

President Returns From Campaign Trip In Home State.

WASHINGTON, May 9.—President Taft returned to Washington to-day from his trip to Ohio. He will remain until early Saturday, when he will leave to attend the inauguration of President Hiram of Princeton University.

Mr. Taft will return to Washington late Saturday and leave again Sunday for another speaking tour to Ohio. His first speech will be at Marietta, and from then until the close of the primary campaign he will travel over the State speaking in nearly every place of more than 5,000 inhabitants. He is expected to spend nine days in his home State. He will wind up his campaign trip at Cincinnati May 21, when he will vote at his home in Cincinnati and then leave for Washington.

His political advisers realize they will have a hard fight to win a majority of the Ohio delegates.

MISSING GIRL ON FILM.

Acquaintances Recognized Her In Heroine of Elopement Drama.

A missing girl, Florence Ackerman, 18 years old, daughter of William Ackerman, a letter carrier of 132 E. 11th street, Brooklyn, was found yesterday following the recognition of her on the screen of a moving picture show by some of her young friends. She had been missing for two weeks.

An exciting elopement drama was being run off in a picture show house in Greenwich street, New York, when some of the young spectators recognized the heroine as the missing girl. They told her father about it and he had the police of the Liberty Avenue station put on a hunt for his daughter.

They went to the moving picture house and saw the red run off again. They got the addresses of the men who made the picture, went to them and got information that led yesterday to finding the girl. She had made her home there since she disappeared. She was taken before Judge Magistrate directed the court. Mrs. Magistrate directed the court. Mrs. Magistrate directed the court. Mrs. Magistrate directed the court.

DIED IN HER 105TH YEAR.

Mrs. Farrell of East Orange Was Never Ill Until She Had Passed 102.

EAST ORANGE, N. J., May 9.—Mrs. William Farrell died this afternoon at the age of 105 years and 6 months and 6 days. She had been ill for three weeks. Her death occurred at the home of her granddaughter, Mrs. Patrick J. Haggerty, 16 North Burnett street. Mrs. Farrell was born in County Roscommon, Ireland, made America her home nearly fifty years ago, before Mrs. Haggerty was born. She crossed the ocean seven times. She was a very large woman and until she was more than 100 years old she had not known a day of illness. At that age she was as active with the needle and as well able to read as if she were but a young girl.

About the time of her birth, her father, Mr. Farrell, began showing signs of failing. Then it was feared she would not reach her fourth birthday. She was born on the fourth day of the month and her father, who was a very poor man, died when she was only four years old. She was brought up by her mother, who was a very poor woman, and she was very poor. She was very poor. She was very poor. She was very poor.

Her eight, became poor and she partly lost her hearing.

Mrs. Haggerty, her sister, Miss Margaret and Miss Louise Haggerty of Glen and Mrs. Haggerty's two sons, Michael and John P. Haggerty, are the only known direct descendants of Mrs. Farrell living.

CREDITORS PRESS LUMBER CO.

Have Receiver Appointed for Part-ridge Concern of Jersey City.

Judge Cross of the United States District Court at Trenton has appointed William R. Berrick, a Jersey City lawyer, receiver for the Lumber Company of Jersey City. The company is the result of a petition in involuntary bankruptcy filed by three of the company's creditors in which the liabilities are placed at \$500,000, and the assets at \$200,000. Examination in the proceedings will take place before Judge Cross in the United States District Court at Trenton. The Lumber Company has a large plant in Van Hook street. It was incorporated on May 28, 1910, with a capital stock of \$500,000 in five shares, of which a total of \$500,000 was paid in. Prior to its incorporation the business was conducted by James L. Lumber Company, which was the president of the company. It is said that the company has \$150,000 worth of stock in its hands.

The petitioning creditors and their claims are as follows: S. J. Lumber, Manhattan; Lumber, Jersey City; and George A. Lumber, Jersey City.

LIKE BEGETS LIKE

The sheer magnitude of an organization like ours best proves its ability to handle big propositions, to cope with big difficulties, to avail itself of big economies for its clients, and in every way to give those big results which big enterprises are designed to yield.

These are times of big building operations, and this Company fills the need of a big organization to carry big structural problems to successful completion.

THOMPSON-STARRETT COMPANY
Building Construction

DELAY HAS PUT NEW SUBWAYS IN HAZARD

Continued from First Page.

is to be carried under the East River to Brooklyn. The determination of the route through which the subway tunnel line will be carried to a point of connection with the northern Queens lines at Queensboro Bridge plaza.

BROOKLYN COMPANY

1. Determination of the tunnel route through which the Broadway line will proceed under the East River to Brooklyn.

2. Determination of the method of connecting the Manhattan Bridge line and Canal street with the main north and south lines of the Brooklyn system at Broadway.

3. The effecting of an arrangement with the Long Island Railroad Company for a cutoff under the Flatbush avenue station connecting the Brighton Beach line with Manhattan Bridge.

4. Extension of the eastern district line from Bushwick station to Ridgewood and East New York.

5. Authorization of the routes of the elevated extensions in South Brooklyn the Culver line and the West End New Utrecht avenue line.

6. Authorization of the proposed new routes to Jamaica: one to proceed on the north side of the Long Island Railroad from the present terminus of the Kings County Elevated and the other on the south side of the road to Lefferts avenue.

7. Determination of the route to be taken for the extension to the Greenpoint elevated from the Manhattan Bridge plaza to a point of connection with the Brighton Beach line and authorization of this route to Long Island City.

The matter of the correct determination of the East River tunnels is vital. In one sense it is the heart of the transit situation, and I doubt if there are any members of the Board of Estimate who believe that the city should commit itself to an indefinite routing plan until the situation here is properly worked out.

As I have said, if the Board of Estimate approves the plan to be put through in its entirety, I do not imagine for a moment that the city is prepared to break through by its own action, or by the action of people or with either of the companies with which it is dealing. I believe, however, that the Board of Estimate should take the matter into consideration and should first take such action as the legislation of such lines.

The offices of the Interborough Company it was said yesterday by Mr. Shonts that he had nothing to add to the position he had taken in his letters to Mr. Gaynor and to Mr. McAneny. It was explained, however, that while Mr. Shonts had no intention of withdrawing the offer, he had not specifically withdrawn the Interborough offer. It was further explained that there would be nothing to prevent the city from accepting the offer, but that the city had had a few days more opportunity to consider the situation.

A member of J. P. Morgan & Co. said yesterday that the firm's attitude is this: The Public Service Commission and the Board of Estimate are the two bodies that together in agreement on what might be called a business proposition in regard to new subways. After no end of trouble yesterday, Mr. Shonts, president of the Interborough, got his directors to come to an agreement with the proposition put forward by the other side. After that, Mr. Morgan & Co. agreed to the scheme as then outlined. Everything was ready for real business and the city was ready to go to work on the subway. After no end of trouble yesterday, Mr. Shonts, president of the Interborough, got his directors to come to an agreement with the proposition put forward by the other side.

They were conditions are no longer what they were when Morgan & Co. first agreed to Mr. Shonts's proposition. The outlook for future money conditions is not what it was then. General financial conditions have changed in many particulars. Politics has stuck its head into financial matters. Strikes have come along. The situation in New York is the same as that in the rest of the country. It is not in the least a matter of temper; the bankers' temper are quite equal to those of the gentlemen on the Board of Estimate. It is a plain matter of common sense. More delay will most certainly destroy all that has been accomplished toward the building of a definite structure of negotiations all over again.

J. P. Morgan & Co., as one of the firm put it, is just as anxious to have the Interborough's new subway matters settled for good and all as is the Interborough itself. The Board of Estimate or the public. The commitment is so large, however, some \$170,000,000—that reasonable caution must be exercised to protect the underwriters from the peril of having circumstances which could not be taken into account at the time of the first agreement. The individuals or syndicates implicated in the financial management of the whole scheme.

President Williams of the Brooklyn Rapid Transit Company said last night: "Mr. McAneny's statement is a clear and a complete setting forth of the situation as it now stands. It shows that the city authorities, in so far as they agree with Mr. McAneny, are determined to see that the interests of Brooklyn and Queens in rapid transit which are essential to those boroughs."

NO ADJOURNMENT BEFORE CONVENTION

A Programme Is Being Evolved Looking to Fixing a Definite Date.

JULY 1 IS THE EARLIEST

Democrats Will Exhaust Every Effort to Pass Their Tariff Bills.

WASHINGTON, May 9.—The programme of legislation is gradually being evolved looking to fixing a definite date for adjournment. The tariff bills were laid aside to-day to permit consideration of the river and harbor bill. From time to time, as the general appropriation bills appear in the Senate, the tariff legislation will be sidetracked to permit the supply bills to go through. Remarkable progress was made with the river and harbor bill to-day. This measure usually requires from two days to a week to go through the Senate. To-day it was passed, much to the surprise of the leaders themselves, in about six hours.

The Indian appropriation bill is ready to be reported, but it will not be taken up for another week, owing to the absence of the chairman of the committee, Senator Gamble, and several members of the committee who are out in the campaign.

A member of the Finance Committee predicted to-day that a vote would be reached on the bill revising the metal schedule in the week beginning May 19. He believes that most of the tariff debate will be addressed to the metal bill. The chemical bill has been reported and it is expected that other bills will come out of the committee at the next meeting.

The progressive Republican Senators held a meeting recently and the fact became known today that they decided to follow the suggestion of Senator Cummins and oppose an adjournment of Congress until after votes have been had on the four principal tariff bills relating to wool, cotton, metals and sugar. They also agreed to oppose any recess of Congress on account of the national conventions and to insist on a vote on the Lorimer case.

The Lorimer case will be precipitated on the Senate early next week. Senator Dillingham, chairman of the Committee on Privileges and Elections, will submit the majority report in favor of Senator Lorimer before the close of this week or early next week. The majority report will probably be filed at the same time. It is expected that the debate on the Lorimer case will begin at once, and while it will not monopolize the attention of the Senate it is likely to run along for at least two weeks, in the judgment of the Senate leaders.

With only five weeks remaining before the date of the Republican national convention, there is a general agreement as to the impossibility of getting an adjournment beyond the date of the convention. A growing impression that by diligent work the session may be brought to a close as early as July 1. That is the earliest date that the most optimistic Senator will fix.

One of the most interesting features of the legislative situation in the Senate is the fact that the progressive Republicans lead forward to a successful coalition with the Democratic Senators. That will result in a compromise bill promise bills through the Senate. But it is not likely they will be able to realize their hope. The Democrats have a tariff programme of their own, and while Mr. Shonts and his followers feel that they owe something to their party leaders in the House, which originates tariff legislation, the Democrats will therefore have every effort to pass the bills that have come over from the House. Failing in that, they may be willing to accept a compromise put forward by the progressive Republicans.

The argument being brought to bear on the Democratic Senators by the progressives is that President Taft would not dare to veto a compromise bill reducing duties, especially as to wool, cotton and the metals. The Democrats reply that the President did veto such measures when the combined votes of Democratic and progressive Republicans sent them to him at the extra session. Furthermore the Democrats feel under no obligations to furnish the progressive Republicans with political capital. The Presidential campaign is at hand, with the tariff likely to be the issue, and the Democrats want to put up a definite tariff programme. The President has no right to veto and in that way join the issue for the campaign. The Democrats are likely to realize their hope.

It is said the regular Republicans in the Senate are quite willing to meet the Democrats on the tariff issue in the next campaign and to that end a sufficient number of regular Senators will abstain from voting and permit the Democrats to pass the House bills and give President Taft an opportunity to veto them, and in that way emphasize before the country the difference between a Democratic tariff for revenue only and a Republican tariff for protection. The progressive Republicans are very much disturbed over the prospect. They are charging that there is a working agreement between the regulars of both parties.

TO RESUME ARCHBALD CASE.

House Committee Will Question Williams Again To-day.

WASHINGTON, May 9.—Developments are expected to-morrow, when the House Judiciary Committee resumes its hearing in the case of Judge Robert W. Archbald, when the committee will question Judge Archbald, who has been charged with improper conduct in connection with certain deals with railroads. Edward J. Williams of Scranton, Pa., a coal broker, who was jointly interested with Judge Archbald and others in the proposed purchase of the Katydind culm pile from the Erie road, will go on the stand. Williams testified for three hours yesterday and the rest of his story will be told to-morrow. On the conclusion of his examination by the committee, Williams will be questioned by A. S. Wadsworth of this city, counsel for Judge Archbald.

It is the purpose of Chairman Clayton and his colleagues to push the Archbald inquiry as expeditiously as possible. If the case is to be threshed out in the House, it is likely to be a long one. The committee desires that a conclusion shall be reached in committee as soon as possible. On the other hand if the case is not to result in impeachment proceedings the committee will believe Judge Archbald should be relieved of the present suspense without delay.

The indications are that public hearings will be concluded in ten days or two weeks at the latest.

Taft Saves Lieut. Smith.

WASHINGTON, May 9.—Upon the recommendation of Secretary of War Stimson, President Taft has commuted a sentence of dishonorable discharge from Second Lieutenant W. Smith to the loss of fifty dollars. Smith was found guilty by court-martial of having deceived orders.

FITZGERALD SCOLDS HOUSE.

Shakes Flat at Democrats and Lectures on Economy.

WASHINGTON, May 9.—Representative Fitzgerald of New York, chairman of the House Appropriations Committee, read his Democratic brothers a lecture on economy to-night. While discussing the legislative bill he charged that if the present tendency to run up appropriations was continued the Democratic party would convict itself of hypocrisy. In two or three paragraphs of the bill as reported the committee made an effort to cut down expenditures. For example, no provision was made for maintenance of the mints at San Francisco, Carson City and New Orleans, and it was proposed to drop six assay offices. The members from the States concerned, Democrats and Republicans alike, entered into a combination and the economy plans of Mr. Fitzgerald were knocked into a cocked hat.

Mr. Fitzgerald was angry when he rose to speak. Shaking his fist at the Democrats he charged that a good many of them had made speeches in the last campaign promising retrenchment in public expenditures if the Democrats came into control of the House. Many of these members now, he declared, were scrambling at the trough, insisting that local interests must be fed.

"Our committee is making recommendations to this House in conformity with the pledges of the Democratic party," Mr. Fitzgerald said. "If the Democratic party fails to reduce appropriations those responsible must carry the burden of blame. I am compelled to ignore the wishes of my constituents owing to promises made for retrenchment, while certain other gentlemen concerned only with the care of selfish local interests. It is high time we realized our responsibility."

Democrats sat grimly as Mr. Fitzgerald proceeded, but when he closed received an ovation from his party associates, as well as from the Republicans.

A few minutes later the House opened but another provision designed to save money.

WATERWAYS BILL PASSED.

Senate Adds About \$8,000,000 to the House River and Harbor Bill.

WASHINGTON, May 9.—The Senate to-day passed the river and harbor bill that has heretofore passed the House. As the bill passed the Senate it carried approximately \$10,000,000 in appropriations, or about \$8,000,000 more than the aggregate authorized by the House bill. There was little or no opposition.

Senator Burton took exception to the general policy of developing inland waterways in competition with railway transportation. He said that such development would be at the expense of inland communities dependent entirely on railway transportation. The railways would have to increase their rates, he said, in sections of the country where they have no water competition in order to make up for the losses due to such competition.

The bill passed to-day practically winds up the affairs of the National Waterways Commission. It provides for disposing of the surplus of the National Waterways Commission to the Engineer College and the material that has been collected relating to the construction of the Chicago and St. Louis waterways. The bill also provides for the construction of the Chicago and St. Louis waterways.

Among the important Senate amendments to the House bill are the following: Improving West River (New Haven Harbor) and the harbor at Westport, Conn.; improving the harbor at Westport, Conn.; improving the harbor at Westport, Conn.; improving the harbor at Westport, Conn.

The Senate also authorized surveys at the mouth of the Hudson River, at the mouth of the Hudson River, at the mouth of the Hudson River, at the mouth of the Hudson River.

The Senate struck out of the bill a proposed survey of the Hudson River harbor put in by the House with a view to the construction of a breakwater near the life saving station and a survey of Dutch Island harbor, looking to the removal of rocks obstructing the channel. A survey was also authorized for Buffalo harbor, the mouth of the Buffalo River, and the mouth of the Buffalo River.

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WILEY UPHOLDS WOMAN IN BEEF TEST CHARGES

Expert Declares Mrs. Crane Is Authority on Meat Standards.

SHE ATTACKS SECRETARY

Kalamazoo Witness Says Wilson Issued Pamphlet Which Aided Packers.

WASHINGTON, May 9.—Mrs. Caroline Bartlett Crane of Kalamazoo, Mich., testifying again to-day before the Moss committee of the House, reiterated her charges of laxity in the Department of Agriculture in enforcing the meat inspection laws. Representative Nelson, who has introduced a resolution asking for an investigation of the Crane charges, asked Chairman Moss to hear further witnesses, who, he said, would corroborate the statements of Mrs. Crane.

"I have here ready to be heard J. W. Burroughs, former Federal inspector," said Mr. Nelson.

Solicitor McCabe, representing the Department, objected to this.

"Burroughs was dismissed from the service for borrowing money from the packers," he said angrily. "I object to such testimony."

"That is the invariable excuse of the Department," retorted Representative Nelson hotly. "They have made grave insinuations against the character of Mrs. Crane. They intimate she is in the pay of the 'interests.'"

Chairman Moss interposed and declared the committee would adjourn without making any decision of its further action.

Dr. Harvey W. Wiley, former chief of the Bureau of Chemistry and pure food expert of the Government, paid a high tribute to Mrs. Crane and declared her to be one of the highest authorities on meats in the world. It is Wiley, Secretary of Agriculture Wilson charged, who precipitated the present embargo.

"In a number of instances, meat has been condemned by inspectors," Mrs. Crane told the committee, "that has never been stamped or marked, which is a violation of the laws. Lard packs have been manufactured by the meat companies embossed with the legend 'U. S. Inspected and Passed.' This is not in accord with the strict interpretation of the laws. The packs could be filled with uninspected products. They are embossed with the words 'Inspected and Passed' and the officials do not make ante-mortem inspections of cattle as required by the law. This negligence, she said, made it possible for diseased, rotten and blood poisoned cattle to go to the abattoir."

"It has been set forth that there are diseased animals which are not easily detected by the inspectors. A rigorous enforcement of the law is necessary," she said.

"Animals are merely driven past the inspectors, rotated about, and the inspection is only done for the purpose of enabling them to avoid buying cattle that would prove a loss. I asked many of the inspectors of the Chicago yards about the inspection and got this reply: 'I claim it is absurd and preposterous for the Department of Agriculture to make a claim of enforcement of the law. The inspection regulations, I believe a great quantity of meat, unsound, unwholesome and unfit for human food, gets into the public market because of the laxity of these officials.'"

Mrs. Crane presented a pamphlet published by order of Secretary Wilson, which she declared was a "brief for the packers" published at the Government's expense. "The publication," she said, "was a boost for the packers. It describes a rigid meat inspection service which does not exist and is untrue. I can give light to the committee that the packers have from the very beginning vigorously opposed any form of inspection and regulation."

"I regard it as a disgraceful, disgraceful, condition when a Government report makes it appear that the packers welcome inspection and that the packers would not do anything wrong."

Chairman Moss then adjourned the committee until to-morrow.

MEAT INSPECTION FAIR.

Dr. A. D. Melvin Answers Charges of Mrs. Crane.

Dr. A. D. Melvin, chief of the Bureau of Animal Industry at Washington, who is at the head of the Government meat inspection service, says that the bureau has nothing to fear from a fair and thorough investigation of the charges against it.

"The resolution introduced in Congress by Representative Nelson," says Dr. Melvin, "contains a number of false assumptions based on ignorance or misrepresentation of the facts. It appears that the charges are inspired by professional agitators, aided by disgruntled and discredited ex-employees who have been dismissed from the service. Most of these charges were made two and a half years ago by Mrs. Caroline Bartlett Crane before the American Public Health Association, and she was unable to substantiate them to the satisfaction of the executive committee of that association. The charges are also partly based on statements made by Dr. Albert Leffingwell in a book on 'American Meat,' published by him in England in 1910, a book abounding in misrepresentations and distorted quotations from official publications."

"Aside from the attack on the integrity of the officials administering the service, the main question at issue is simply whether the inspection should be based on principles determined by scientists, or whether it should be based on sentimental notions of faddists. In 1907 the regulations were carefully gone over by a commission of distinguished scientific experts outside of the Department of Agriculture, who reported that 'if there be any general error in the regulations this is in favor of the public rather than in favor of the butchers and packers.' The present regulations conform to the views of that commission except that they are even more strict in their requirements than the commission thought necessary."

"Perhaps the most striking evidence that the meat inspection has not deteriorated is the fact that the condemnations under the new law have been more than 50 per cent. greater than under the old law. It is evident from the statements of Government inspectors and the executive committee of the association that she does not understand many things about the inspection system and the regulations, and anything that she does not understand she suspects of being crooked. She has gone out of her way to place a sinister construction upon perfectly innocent things. So far she has advanced nothing that can not be made perfectly plain by the bureau when the time comes to present its side of the case."

The so-called secret instructions to bureau employees were issued as a confidential publication only during 1907 and 1908. For three years and a half these announcements have been furnished not only to the packers, but to State officials, stockmen and the press. The object of issuing confidential instructions during the period that these announcements were guarded as confidential was not toully

B. Altman & Co.

AN IMPORTANT SALE OF MEN'S FURNISHINGS

WILL TAKE PLACE THIS DAY (FRIDAY) AND SATURDAY, AS FOLLOWS:

MEN'S NEGLIGEE SHIRTS,
PLAID OR PLAIN, STIFF CUFFS, AT \$1.15
REGULAR PRICES \$1.75 & 2.00

MEN'S NEGLIGEE SHIRTS,
OF MERCERIZED MATERIALS, SOFT CUFFS, AT \$1.35
REGULAR PRICES \$2.00 & 2.50

MEN'S NEGLIGEE SHIRTS OF IMPORTED HABUTAI
SILK, PLAID OR PLAIN, SOFT CUFFS, AT \$3.25
REGULAR PRICES \$5.00 & 6.00

ALSO A SALE OF

IMPORTED STEAMER RUGS AT \$7.50
REGULAR PRICE \$12.00

B. Altman & Co. ARE NOW OFFERING
THE MOST FASHIONABLE MODELS IN AFTERNOON,
RECEPTION AND EVENING DRESSES, PLAIN AND
TRIMMED TAILOR-MADE SUITS, SKIRTS AND RIDING
HABITS, CUT IN THE LATEST STYLES AND OF
THE MOST DESIRABLE MATERIALS, AT VERY
REASONABLE PRICES.

34th Avenue, 34th and 35th Streets, New York.

the law and regulations in the interest of the packers, but rather to keep the packers from knowing of the steps that were being taken to maintain surveillance over their operations."

Operation on Mrs. Maurice E. Connolly.

Mrs. Maurice E. Connolly, wife of the president of Queens borough, was operated on yesterday in the Mayo brothers' sanitarium at Rochester, Minn. Friends of Mrs. Connolly received telegrams last evening saying that the operation had been successful. She has been suffering with an affection of the throat and her condition became so serious a week ago that President Connolly accompanied her to the West.

SAYS SHE WIELDED KNIFE.

But Jury Didn't Believe Her and Convicted Mary's Brother.

Mary J. McNeely of 124 East Ninety-eighth street, in Judge Crane's part of the